

ROCK ISLAND ARGUS.

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J. B. DANFORTH, JR., MILTON JONES.

The Evening Argus.

ROCK ISLAND, ILL. THURSDAY EVENING MARCH 27, 1862

Medical.

SMITH'S GREAT ELECTRIC OIL!!!
GENUINE!
IS AMBER COLOR.
DR. SMITH'S ELECTRIC OIL.
It is the most beautiful combination ever discovered for Pain. Try it on a lady's gathered breast and see how soon it soothes, how quickly all the swelling is removed.
It cures cramps in 10 minutes.
Cures Headache in 20 minutes.
Cures Rheumatism in 30 minutes.
Cures Neuralgia in 10 minutes.
Cures Burns in 24 hours.
Cures Erysipelas in 3 days.
Cures many complaints of a painful and inflammatory nature quicker than anything else, and is the most soothing of all known medical applications.
DR. SMITH'S ELECTRIC OIL.
is the only
Genuine Electric Oil
ever known, and it has cured more than 400,000 people.
A single application in painful cases, will demonstrate its power and pleasantness.
Read what Dr. J. O. Bogg says: "I am one of the first men in Westport, Mo., and keep a large drug store."
Westport, July 11th, 1859.
"Some two years ago, a lady of this place was, after confinement, attacked with inflammation of the breasts, which for several days resisted all the usual remedies in such cases. The swelling and soreness was as great as in any case I had witnessed. I was induced to try Smith's Electric Oil, and was perfectly astonished and pleased to find in half an hour after its application, that the soreness and swelling had entirely subsided."
J. O. BOGG, Druggist.

The Genuine Electric Oil
IS A RICH AMBER COLOR.
Ask to look at it, and you will be fully satisfied if it be the Original Electric Oil, prepared by Dr. Smith. No person would use a counterfeit if he saw it. And it is very imperative duty to admonish all to be careful, and always ask for "Dr. Smith's Electric Oil." All the best dealers sell it, most of the doctors use it, at least those who have been some acquainted with its virtues.
ALVORD & VAN FATTEN are regular agents of the genuine Oil, in Evansville, Iowa, and CLAUDE & SPEIDEL, in Rock Island.

G. B. SMITH, M. D.
Dr. Smith may be consulted free.

Home Insurance Co.,
OF
NEW YORK CITY.
1862.

STATEMENT OF THE CONDITION
OF THE
HOME INSURANCE COMPANY,
OF NEW YORK,
On the 1st day of January, A. D. 1862,
Made to the Auditor of the State of Illinois,
Pursuant to the Statute of that State.

Name and Location.
The name of this Company is THE HOME INSURANCE COMPANY, incorporated in 1853, and located in the City of New York.

Capital.
The Capital of said Company actually paid up in cash, is \$1,000,000 00
The Surplus on the 1st day of January, 1862, is 466,187 65
Total amt of Capital and Surplus, \$1,466,187 65

Assets.
Amount of Cash in Continental Bank, N. Y., \$124,434 14
Amount of Cash in hands of Agents, 57,188 88
Amount of Cash in hands of transmitters, 50,000 00
Amount of Unnumbered Real Estate, No. 4, 3-10 market value, 75,000 00
Amount of United States Treasury Notes, 7-30 market value, 8,800 00
Amount of United States Registered Stock, 1861, 8,800 00
Amount of Missouri State Bonds, 6 per cent., market value, 8,500 00
Amount of North Carolina Bonds, 6 per cent., market value, 5,900 00
Amount of Tennessee Bonds, 6 per cent., market value, 8,600 00
Amount of Ohio, 6 per cent., market value, 4,611 60
Amount of Illinois, 6 per cent., market value, 8,000 00
Amount of Brooklyn City Water Bonds, market value, 9,500 00
Amount of Bank Stocks, market value, 65,225 00
Amount of Loans on Bonds and Bids, payable on demand, 126,300 00
Amount of Mortgages on first lien of record on Unimproved Real Estate, worth at least \$1,726,000, rate of interest, 7 per cent., 910,219 53
Amount of Loans on Stocks and Bids, payable on demand, 126,300 00
Amount of Other Miscellaneous Items due for Premiums, 1,643 23
Amount of Bills receivable for premiums on Inland Navigation risks, &c., 22,711 99
Interest due, and accrued but not due, 29,348 85
\$1,021,268 08

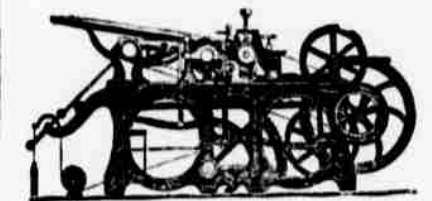
Liabilities.
Amount of Losses adjusted, and due and unpaid, 17,440 28
Amount of Losses reported on which no action has been taken, 26,595 74
Amount of Claims for Losses reported by the Company, 10,534 41
Amount of Dividends declared and due and unpaid, 510 00
Amount of Dividends either cash or scrip, declared but not yet due, None.
Amount of Money borrowed, None.
Amount of all other existing claims against the Company, None.

Total amount of Losses, Claims and Liabilities, \$55,080 43
CHARLES J. MARTIN, President.
Agents for Rock Island, Illinois,
FIELD & BLACKBURN.

Most Valuable Book of the Day!
THE NEW
AMERICAN CYCLOPEDIA.
As volume after volume is issued, this noble work elicits stronger praise from all quarters. The North American Review says: "We can turn to no title which does not confirm our confidence in the work. Each article seems to have been written by an expert. There can be no doubt that at least for the use of American readers, and in some respects wherever the English language is spoken, this Cyclopaedia will greatly surpass in value any similar compilation yet issued on either side of the Atlantic."
In the present warlike times, when we need nothing so much as to know the truth of things, it is invaluable.
Published by D. Appleton & Co., New York.

Printing.

ROCK ISLAND ARGUS



Printing House!

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IN GOLD, SILVER OR BRONZE.

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Railroads.

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Great Broad Gauge, Double Track and Telegraph Route

NEW YORK, BOSTON

And all Eastern Cities.

CARRYING THE GREAT WESTERN U. S. MAILS.

EXPRESS TRAINS leave Dunkirk daily, on arrival of all trains on the Lake Shore Railroad, from Cleveland, Cincinnati, Toledo, Chicago, Milwaukee, St. Paul, St. Louis, &c., and run through to New York without change.

The only Route running cars through from the Lakes to New York City. Splendid ventilated Sleeping cars run on Night Trains.

Baggage checked through. Fare always as low as by any other route.

Boston Passengers and their baggage transferred Free in New York.

Be particular and call for Tickets via Dunkirk, and the New York and Erie Railroad, which are sold at the principal Railroad offices in the West.

This road affords facilities for shipment of Freight, superior to any other route.

AN EXPRESS FREIGHT TRAIN leaves New York daily, making quick connections through to all points West, and quicker time than ever before made on any line.

For Freight Rates, enquire of J. C. Oatman, 210 Broadway, New York; John S. Dunlap, 15 State Street, Boston; Messrs. of Jacob Forsyth, Freight Agents, 94 Clark Street, Chicago.

CHAS. MINOT, Gen'l Supt.

MICHIGAN CENTRAL RAILROAD.

Great Central Route to New York, New England and the Canadas.

On and after SUNDAY, Nov. 3, 1861, trains leave the Great Central Union Depot, off of Lake street, Chicago, as follows:

6:00 A. M.—Day Express (except Sunday) arrives at Lake Street, Chicago, at 10:00 a. m.; Suspension Bridge 4:05 a. m.; Albany 4:15 p. m.; New York 9:00 p. m.; Boston 12:20 p. m.

6:30 P. M.—Night Express (except Sunday) arrives at Lake Street, Chicago, at 10:00 a. m.; Suspension Bridge 5:25 p. m.; Albany 6:15 a. m.; New York 12:00 m.; Boston 4:30 p. m.

Cincinnati trains, via M. C. Railroad, leave Chicago at 6:00 a. m. Mail Train, 8:30 p. m. Fast Express, Arrive in Chicago at 7:00 a. m. East Express, and 11 p. m. Night Mail Train.

The 8:00 p. m. train leaving Chicago runs through to Chicago without change of cars or baggage.

SALISBURY'S PATENT DUSTERS are run on day express trains.

Patent Sleeping Cars on Night Trains. Baggage Checked Through.

THROUGH TICKETS for sale (mail) principal railroad offices in the West, at the general offices, corner Lake and Dearborn streets (under the Tremont House, Chicago), and at the Depot.

R. N. RICE, General Supt.

J. W. SMITH, Western Passenger Agt.

THE PENNSYLVANIA CENTRAL R. R.

Is a First Class Road in all respects, WITH 285 MILES OF DOUBLE TRACK.

Three Daily Trains (with connections from all points west) from Pittsburgh and Philadelphia, all connecting direct to New York.

Morning Mail, Afternoon Fast Line, Night Express.

ONE TRAIN DAILY From Pittsburgh to New York (430 miles) without change of cars.

VIA ALLENTOWN & EASTON. With connections from Western Cities, Arriving hours in advance of other routes, in time for Boston by rail or boat lines.

NINE DAILY TRAINS From Philadelphia to New York. Tickets good on any line to New York.

New York or Boston Tickets via Pittsburgh, good via Philadelphia to Allentown.

Boat Tickets to Boston good via any of the boat lines.

TWO DAILY CONNECTIONS From Harrisburg to Baltimore and Washington. Baggage checked through, all transfers free.

Fare Always as Low as any other Route. **BUY TICKETS VIA PITTSBURG.** Tickets for sale at **ALL MAIN OFFICES.**

By this route freights of all descriptions can be forwarded from Philadelphia, New York, Boston or Baltimore to and from any point on the railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa and Missouri by railroad direct.

The Pennsylvania Railroad also connects at Pittsburgh with steamers, by which goods can be forwarded to any port on the Ohio, Muskingum, Kentucky, Tennessee, Cumberland, Illinois, Mississippi, Wisconsin, Missouri, Kansas, Arkansas, and all the rivers, and at Cleveland, Sandusky and Chicago, with steamers to all ports on the Northwestern Lakes.

Merchants and shippers entrusting the transportation of their freight with this company can rely with confidence on its speedy transit.

The rates of freights to and from any point in the West by the Pennsylvania are lower than at all times as favorable as are charged by other railroad companies.

Be particular to mark packages "via Pennsylvania."

E. J. SNEEDER, Philadelphia.

MARGALIA & KOONS, 80 North Street, Baltimore.

LEECH & CO., No. 2 Astor House, or No. 1 South William street, New York.

LEECH & CO., No. 77 State street, Boston.

H. H. HOUTSON, Gen'l Freight Agent, Phila. L. E. HOTTELT, Gen'l Ticket Agent, Phila.

ENOCH LEWIS, Gen'l Supt., Altoona, Pa.

CHANGE OF TIME.

WINTER ARRANGEMENT.

Michigan Southern & Lake Shore R. R.

On and after SUNDAY, Nov. 3d, and until further notice, trains will leave Chicago as follows:

NEW YORK DAY EXPRESS: 6:00 A. M. Daily, except Sunday, via old Michigan road, connecting at Elkhart with train for Three Rivers, at Adrian with train for Jackson; at Air Line Junction with trains for Monroe and Detroit.

NIGHT EXPRESS: 6:30 P. M. Daily, except Saturday, via old Michigan road, connecting at Adrian with trains for Detroit.

Trains arrive from the East at 10:45 a. m. and 11:00 p. m.

All the above trains make regular connections to Dunkirk, Buffalo, Niagara Falls, Albany, New York, Boston, Philadelphia, Baltimore and all other points east.

Salisbury's Patent Dusters used on all the trains. Luxurious new sleeping coaches, with all modern improvements, run on night trains between Chicago and Cleveland without change.

Through tickets can be obtained at the company's office 65 Clark street, under the Sherman House, or at the depot, corner Van Buren and Sherman streets.

JOHN D. CAMPBELL, Gen'l Supt., Toledo, O.

GEO. M. GRAY, Gen'l Western Agt.

Railroads.

Chicago & Rock Island Rail Road.

CHANGE OF TIME.

WINTER ARRANGEMENT.

On and after Sunday, February 2nd, 1862, until further notice, trains will leave Rock Island Station as follows:

GOING EAST: Day Express and Mail train at 9:30 a. m., arriving in Chicago at 5:45 p. m. Through freight train at 9:45 a. m., arriving in Chicago at 4:30 p. m.

TRAINS ARRIVE FROM THE EAST: Night Express at 9:15 a. m., leaving Chicago at 11:40 p. m. Through freight at 1:40 p. m., leaving Chicago at 11:40 p. m.

Day Express and Mail at 7:45 p. m., leaving Chicago at 11:40 p. m.

Chicago with trains over the Michigan Southern, the Michigan Central, and the Pittsburgh and Fort Wayne Railroad, to and from Detroit, Toledo, Cleveland, Cincinnati, Cincinnati, Pittsburgh, Dunkirk, Buffalo, Niagara Falls, Albany, New York, Philadelphia, Baltimore, and Washington.

Also at LaSalle with trains of the Illinois Central Road, North to Galena and South to St. Louis, Cairo, Memphis and New Orleans, to which places tickets can be procured of

Ticket Agt. R. B. DUPONT, Rock Island.

Passengers are reminded of the necessity of giving distinct directions as to the destination of their baggage, also to procure tickets before taking their seats in the cars, as the conductors collect fares only to stations on the line of the Chicago and Rock Island Railroad.

JOHN F. TRACY, Supt.

W. H. WHITEHEAD, Asst. Supt.

Galena and Chicago Union Railroad.

WINTER ARRANGEMENT.

On and after MONDAY, Dec. 2nd, 1861, trains will leave Wells street depot, Chicago, as follows (Sundays excepted):

11:45 a. m. and 9:15 p. m. for Belvidere, Rockford, Freeport, Warren, Galena, Danville, Danville and intermediate places.

11:45 a. m. and 11:30 p. m. for Dixon, Polo, Fulton, Cedar Rapids and intermediate points.

4:00 p. m. Rockford Accommodation and Fox River Valley.

6:00 a. m. Geneva Accommodation.

Passengers for Beloit and Janesville will take the 11:45 a. m. train.

Passengers for Crystal Lake, McHenry, Richmond, Geneva Lake and intermediate points, will take the 4:00 p. m. train.

Trains arrive as follows:

At 5:30 p. m. and 3:00 a. m. from Danville, Galena, Freeport, etc.

At 5:30 p. m. and 4:45 a. m. from Cedar Rapids, Fulton, Dixon, etc.

2:30 Sleeping cars on night trains.

G. M. WHEELER, Gen'l Ticket Agent.

STERLING AND ROCK ISLAND R. R.

WINTER ARRANGEMENT.

On and after Monday, Nov. 18, 1861, trains will run between Port Byron, Rock Island and Chicago, daily, Sundays excepted, as follows:

LEAVE: Port Byron, 8:10 A. M. Washington, 8:30 A. M. Junction, 8:50 A. M. Moline, 9:07 A. M.

ARRIVE: Rock Island, 9:15 A. M. Chicago, 9:42 P. M.

TRAINS: Chicago, 11:30 A. M. Rock Island, 6:55 P. M. Moline, 7:05 P. M. Junction, 7:20 P. M. Washington, 7:40 P. M.

ARRIVE: Port Byron, 8:00 P. M.

The above trains will be subject to the rules and regulations of the Chicago & Rock Island Railroad Time Tables while on that road.

L. B. BOWLER, Lessee.

Port Byron, Ill., Nov. 13th, 1861.

ILLINOIS CENTRAL RAILROAD.

On and after SUNDAY, Nov. 17, 1861, trains will leave from the Great Central Union Depot, Chicago, as follows:

9:30 a. m. (Sundays excepted)—Arriving at Peoria at 7:30 p. m., Logansport 8:05 p. m., Alton 11:15 p. m., St. Louis 12:20 p. m., Terre Haute 1:30 a. m., Cairo 4:30 a. m., Evansville 5:45 a. m., Cairo 8:45 p. m.

On Saturday the 4:00 p. m. train will run only to Centralia.

Trains arrive at Chicago at 9:30 a. m. and 9:30 p. m.

SPECIAL NOTICE.

To passengers for Alton and St. Louis: The 4:00 p. m. train on this road is the only night train leaving the city for these points.

SLEEPING CARS ON ALL NIGHT TRAINS. Baggage Checked to all Important Points.

For tickets and information apply at the office in the Great Central Depot.

For HYDE PARK and WOODLAWN: Trains leave Chicago. Leave Woodlawn, 6:15 A. M. 7:25 A. M. 12:00 M. 12:45 P. M. 5:00 P. M.

W. P. JOHNSON, Gen'l Passenger Agt.

Mississippi & Missouri Railroad.

1862-WINTER ARRANGEMENT-1862 Trains regular Chicago time, which is twelve minutes faster than Davenport time.

ON AND AFTER MONDAY, JANUARY 13th, 1862, and until further notice, passenger trains will leave Davenport as follows:

For Marengo and Washington, 10:00 A. M. For Iowa City, 10:30 A. M.

Morning trains out of Davenport make direct connection with the Western State Company's Stages for all points west.

Trains from the west connect at Davenport with trains of the Chicago & Rock Island Railroad for all points North and South.

Passengers are reminded of the necessity of giving distinct directions as to the destination of their baggage. Also to procure tickets before taking their seats in the cars.

JOHN F. TRACY, Gen'l. Supt. A. KIMBALL, Asst. Supt.

FAIRBANKS' SCALES.

STANDARD OF ALL KINDS.